

(C.) Edward Anthony Nachowitz was born on 13 September 1920 at his parents home, 1828 South Austin Blvd., Cicero, Ill. His attending physician was Dr. M.A. Weisskopf of 1801 S. Ashland Ave., Chicago, Ill.

Edward was the third and last son of Theophilus Jacob and Emily Marie Fingl Nachowitz. At the time of Edward's birth his father was thirty and employed as an efficiency man for the Hart, Schaffner & Marx Clothing Company. His mother, Emily, was twenty-six. His brothers Ted and John were seven and four years old, respectively.

Edward's birth certificate filed on 19 October 1920 was made-out erroneously for Edward George Nachowitz. It was later corrected to read Edward Anthony Nachowitz by an affidavit filled-out and signed by his mother who was at the time of the correction, living at 1758 West 21st Street.

In 1920 when Edward Nachowitz was born, the 19th Amendment to the U.S. Constitution gave American women the right to vote and "Babe" Ruth was sold by the Boston Red Sox to the New York Yankees for \$125,000.

Edward Anthony Nachowitz was baptized on 3 October 1920 at Our Lady of the Mount Catholic Church, located at 2414 S. 61st Ave., Cicero, Illinois, by Rev. Martin J. Krizka. His godparents were John and Barbara Triner. Their identity is unknown.

When Edward's parents were divorced in 1937 he went to Detroit, Michigan at the age of 16, with his mother, Emily.

One of Edward's first jobs, in 1940, was as an employee of an advertising agency in Detroit.

He then became an auto model-maker for the Packard Motor Company. His hobby was model-building.

Edward A. Nachowitz had been a member of the UAW-CIO and paid his union dues until the end of May 1942. He was then living at 41 Glendale, Highland Park, a Detroit suburb, when he enlisted in the Army Air Corps in June, 1942 at the age of twenty-two.

He died in combat on 27 December 1944 as a Captain in the U.S. Army Air Corps.

His valorous military record is as follows...

It was two months after my seventh birthday. I was in the second grade at St. Fidelis Grade School. We were living at 2637 West Hirsch Street in the Humboldt Park area of Chicago.

On Sunday morning, 7 December 1941 a fleet of 191 Japanese warplanes suddenly and without warning, began bombing our military base at Pearl Harbor, in the Hawaiian Islands. Another fleet of 170 warplanes followed within an hour with more bombs to finish the attack and destroy a large portion of our Pacific fleet.

Five American battleships were sent to the bottom of the harbor. Three more were heavily damaged. Almost 2,500 Americans lost their lives. Half of them were on the battleship Arizona when it exploded. We lost 150 warplanes. Most of them had been destroyed on the ground. So sudden was the attack that they hardly had a chance to become airborne. One American sailor on watch that morning shouted "The war is on ! No fooling !" That same day the Imperial Japanese Army attacked the Philippine Islands, Guam, Hong Kong and several other Pacific points. The next day, Monday 8 December 1941, while I went to my second grade classes, President Franklin D. Roosevelt stood before a joint session of Congress in Washington, D.C.

He said, "Yesterday, December 7, 1941, a date which will live in infamy, the United States was suddenly and deliberately attacked by the Naval and Air Forces of the Empire of Japan."..."a state of war between our two countries now exists."

Edward A. Nachowitz enlisted in the Army Air Force in June 1942, six months after the bombing of Pearl Harbor. He was twenty-two years old and had been living in Detroit, Michigan with his mother, Emily. If he was going to see action he was going to see it from the air.

During the first week of June, 1942 the U.S. naval and air forces had scored a decisive victory over the Japanese at the Battle of Midway. The following week America went on full alert as the Japanese landed in the Aleutian Islands. In Europe on 28 June 1942 the German offensive code-named "Barbarossa" or "Red Beard" was launched in Russia on the Eastern Front.

Edward was sent to Marana Field, near Tucson, Arizona where he was assigned serial number 0-737621. He travelled by train on the Pennsylvania R.R. from Detroit to Chicago. There he changed trains and boarded the West bound Santa Fe train at Chicago's Dearborn Station. Two days later he was at Tucson where he boarded the awaiting bus for the short ride to the field. There he began his basic cadet training.

Standard flight training was broken into four phases: (1) Pre-flight training consisted of aptitude testing and instruction in code, maps, physics, aircraft recognition and other topics related to military flight. (2) Primary flight training took the fledgling aviator as far as his first solo flight in airplanes such as the Ryan PT-19 or Boeing-Stearman. (3) Ten weeks of basic flight training provided more advanced flying experience in a heavier and more powerful aircraft such as the Vultee BT-13 and also involved additional classroom work. (4) Finally, pilots as Edward destined for transport or bomber outfits trained in a twin-engine aircraft such as the Cessna AT-17.

For his ten-week training in the Vultee Valiant BT-13A, Edward felt completely at ease at the controls of that craft and in the warm air above the Arizona desert.

The U.S. Army Air Corps placed an order for 300 Valiants in 1939. At that time it was the largest order placed by the Army for any training aircraft. Subsequent production raised the total to over 11,000 aircraft. All versions were retired from service as soon as World War II ended.

Edward completed his cadet training at Marana on 14 December 1942. He graduated as a member of the thirty-man "Squadron 8". The oldest man in that squadron was Eugene R. McCarthy, 27 from Fergus Falls, Minnesota. The youngest was Thomas J. Orzada, 20 from Chicago, Illinois. Commanding "Squadron 8" was 1st Lt. M.B.Tillman.

The following comments by the Commanding Officer appeared in Edward's graduation program:

December 14, 1942

TO CLASS 43-B :

Your basic course is now complete. Advanced Training lies ahead. You have, in your period of training at Marana, made excellent progress, and made valuable contribution to the splendid tradition of this school.

The standard toward which we are working is such that when we are called to combat, we would be especially desirous of having our own graduates as members of our units. Your class has attained that standard. You are proving yourselves artists in a profession that demands from its membership the highest type of art.

We shall look forward to serving with you again.

T.J. Meyer,
Colonel A.C.,
Commanding

The Commandant of Cadets had these personal comments for the class:

TO CLASS 43-B :

Someone once said, "Comparisons are odious." He must have been a civilian. In the army, comparisons are essential. They are the measure of progress. Much point was made, and properly so, at the graduation of Class 43-A from Basic, that it was the first class to graduate from Marana. Of course, that was a matter of chance. It is not just fortunate chance that Class 43-B, in the opinion of the Commandant is the best class in discipline and military training to graduate from Marana. You will appreciate, as time goes by, the quality of instruction you have received from Lieutenant Hancort and when need for it is shown...when you join personal issue with the enemy...you will thank God for it.

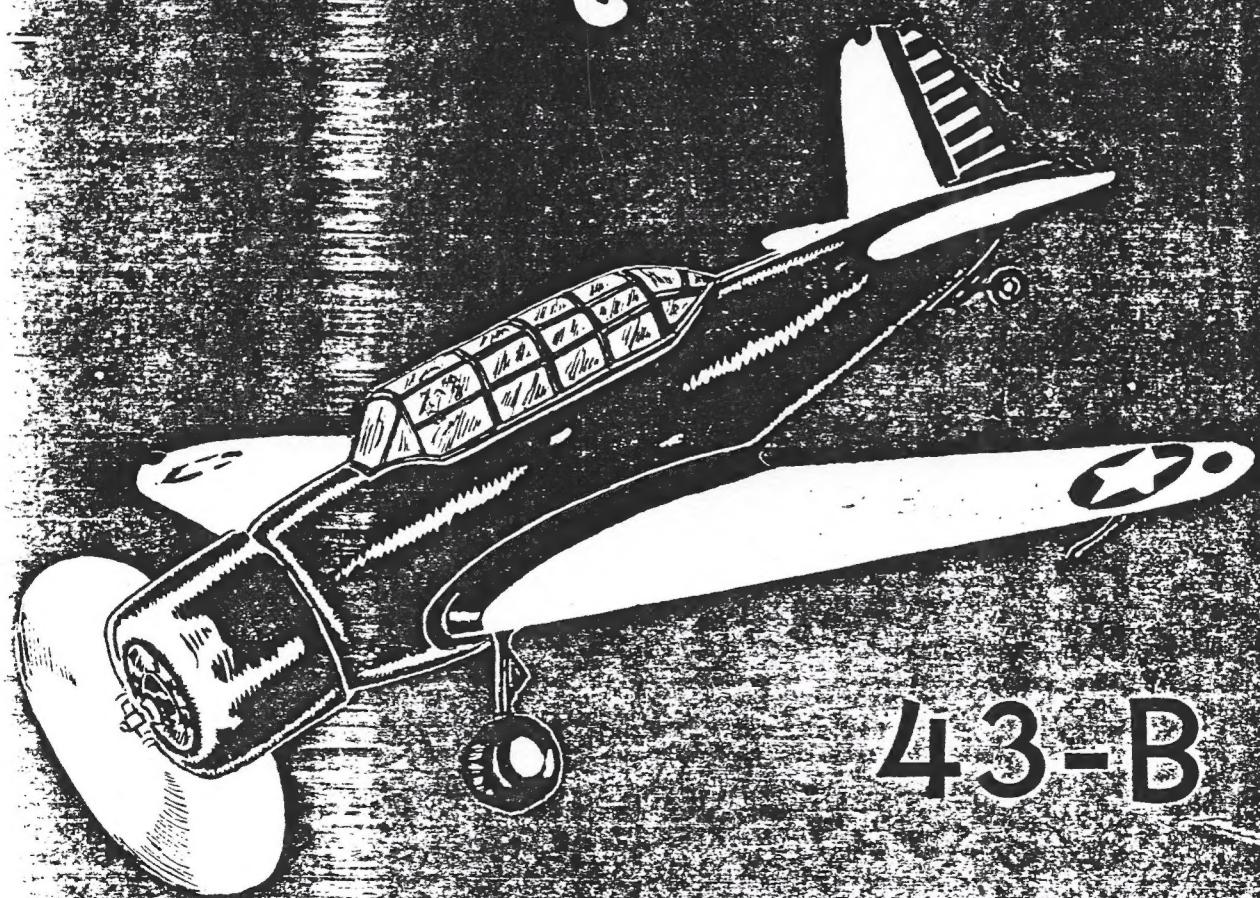
Each of you go out and get five Japs for me. That's an order.

F.H. PARTRIDGE,
Major, A.C.,
Commandant of Cadets

Class 43-B graduation program, Marana Field, Arizona
December 14, 1942



INTERPHONE



43-B

MARANA FIELD

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Cover Design By
A/C ROBERT K. WILLIAMS, 43-A

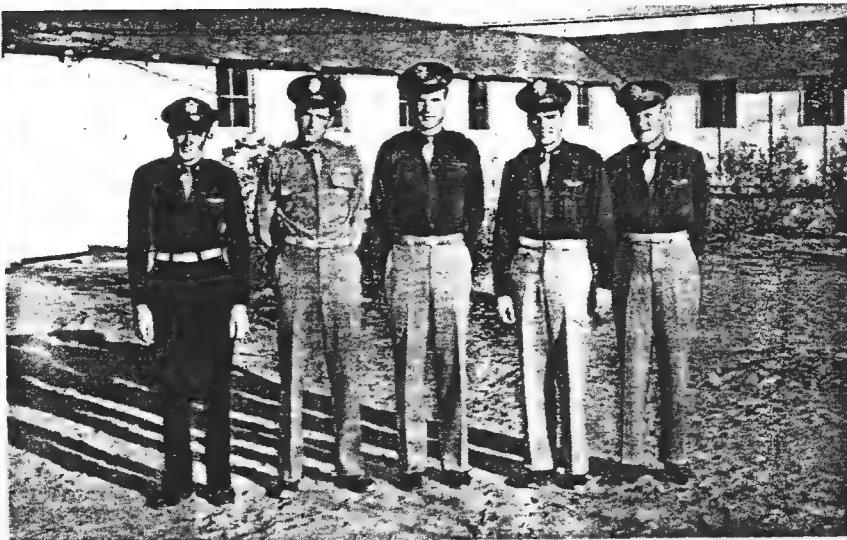
Published November, 1942, by Class 43-B, Aviation Cadet Detachment Army Air Forces Basic Flying School,
Marana, Arizona.

Squadron 8

SQUADRON
COMMANDER



M. B. Tillman
First Lieutenant



Lieutenants Knight, Dix, Newland, Lundquist, and Fox

ASST. SQUADRON
COMMANDER



C. E. Lyon
First Lieutenant

MOSS, Charles L. Age 21

Charlie wants to put an end to this war so he can return to "the better half," and continue his own war in Santa Barbara, Calif.



NACHOWITZ, Edward A. Age 22

"Nach" was a model builder for an auto company in the motor city before the war. Now he makes airplane models instead. He would like to finish off the war and go back to whittling.

ORZADA, Thomas J. Age 20

Chicago, Ill. A former windy city bank messenger, Tob wants to see a Jap Zero through the gunsight of a P-51. He probably won't stop at one.



PAULSEN, George R. Age 24

Logan, Utah. A good first sergeant in any man's army, "Gorgeous" attended Utah State Agricultural College. He is forever wanting to head for Chicago. (Wonder why?)

PERRY, Robert N. Age 22

Lansing, Mich. Bob says he has marched more hours than he has flown since joining the Air Forces, and now he feels its time for a HALT.



REAVES, Franklin F. Age 23

Frank wants to live long enough to see grass grow at Marana, but we doubt if he wants to stay around until it does. At least none of the other fellows do. Wonder what Ford will be building 2012 A.D.?

RENO, William Earl Age 23

Kansas City, Mo. Reno bucked the reputation of his name by getting married at Santa Ana. He's looking forward to a 24-hour pass, seven days a week.



ACKLEY, A. D. Age 25

Keswick, Iowa. Prior to the war A. D. farmed and did a bit of mechanical work. As soon as this mess is cleared up he wants to go back to farming, fishing and hunting.

ASHTON, Richard W. Age 20

Pipestone, Minn. Dick was a student at Beloit College in Wisconsin before he signed up with Uncle Sam's team. He has his eye on a pair of Silver Wings.

**BOYCE, Lloyd Leroy Age 25**

Lloyd came to the Cadets from an army dispatcher's job at Bowman Field, Ky. He says he is out to get even with his instructor, but for what we don't know.

**DOBSON, Dale A. Age 21**

Jefferson, Iowa. Dale is another of 43-B's Iowans. A former X-ray technician, he wants a furlough with a plane ticket to Des Moines attached.

**FOWLER, William A. Age 22**

A windy city native, and former precision tool inspector, Bill would like to get four new tires for his car, and a furlough to use it. He has a strange cadet-like yearning for bars too—oh any color will do!

**HALL, Charles L. Age 21**

Kansas City, Mo. Charlie's objective is to return home and soak Dagwood style in a hot bath. His wife is a dead ringer for Blonde, but as yet they have no Baby Dumplings.

**JONES, Normand F. Age 26**

Fostoria, Ohio. A former high school math teacher, Normand hopes it's true that teachers have the best chance for a happy marriage.

**LAMBERSON, Harold C. Age 23**

Harold became a marine insurance underwriter after developing a case of water on the knee. He wants to make just one landing without bouncing.

**MADDEN, J. F. Age 23**

San Francisco, Calif. After he passes advance Jere wants to fly a P-40 through a tunnel upside down. (A second Herky!) He attended San Francisco Junior College before becoming a Cadet.

**BELL, Robert J. Age 21**

Columbus, Ohio. A Bowdoin and Harvard man, Mr. Bell wants to be control ship operator in Hell when his squadron commander arrives.

CONE, Richard E. Age 21

Athens, Ohio. Buddy became a layout artist after study at Cleveland Art school. You should see his layout for Berlin. Shambles.

FELLERS, Russell D. Age 22

Rawson, Ohio. Russ was a student at Buffton College before becoming a Cadet. He is one of that small minority that looks forward to the day, as though it might come, when the army will cease check rides.

GRAHAM, Milton H. Age 23

Fairfield, Iowa. A former theatre manager, Milt wants to become a flying Marco Polo. Probably the result of seeing too many James Fitzpatrick Travel Talks in the show house.

HOLMES, Lester E. Age 23

Prior to the war Les was one of those fellows we all knew. A Fuller Brush man. We want to sell the army enough mops to mop-up Tokyo and a few other places "over there."

KELLY, Richard D. Age 23

Ric doesn't hesitate in telling you he would like to be a civilian again. Aside from that he wants to date all the good looking co-eds at the University of Arizona. . . . At present there's only two he's missed.

LORBEER, Thomas L. Age 22

"Lorb" wants to mow the front lawn of his Riverside, Calif., home with the prop of an A-20. They do have grass in Calif., even though Santa Ana was slighted.

MAUNSELL, Warren E. Age 20

Stillwater, Minn. "Maunse" is a strong supporter of that group seeking abolition of reveille, especially when it is held before daybreak.

MILLER, Warren L. Age 21

Jeffersonville, Indiana. Prior to entering the Air Forces as a Cadet, Warren worked at the Jeffersonville Quartermaster Depot. From now on he wants only to break up the Japaxis.



SHALLCROSS, Alfred P. Age 22

Glen Ellyn, Illinois. Al is an advocate of more comfortable chairs in ground school rooms. The present ones he says are too hard to sleep in.

TRACE, Eugene T. Age 22

Norwalk, Ohio. Gene claims his objective is two fold. Immediate: To leave Marana. Future: To fly an A.T. He attended Miami U. and Ohio State.

McCARTHY, Eugene R. Age 27

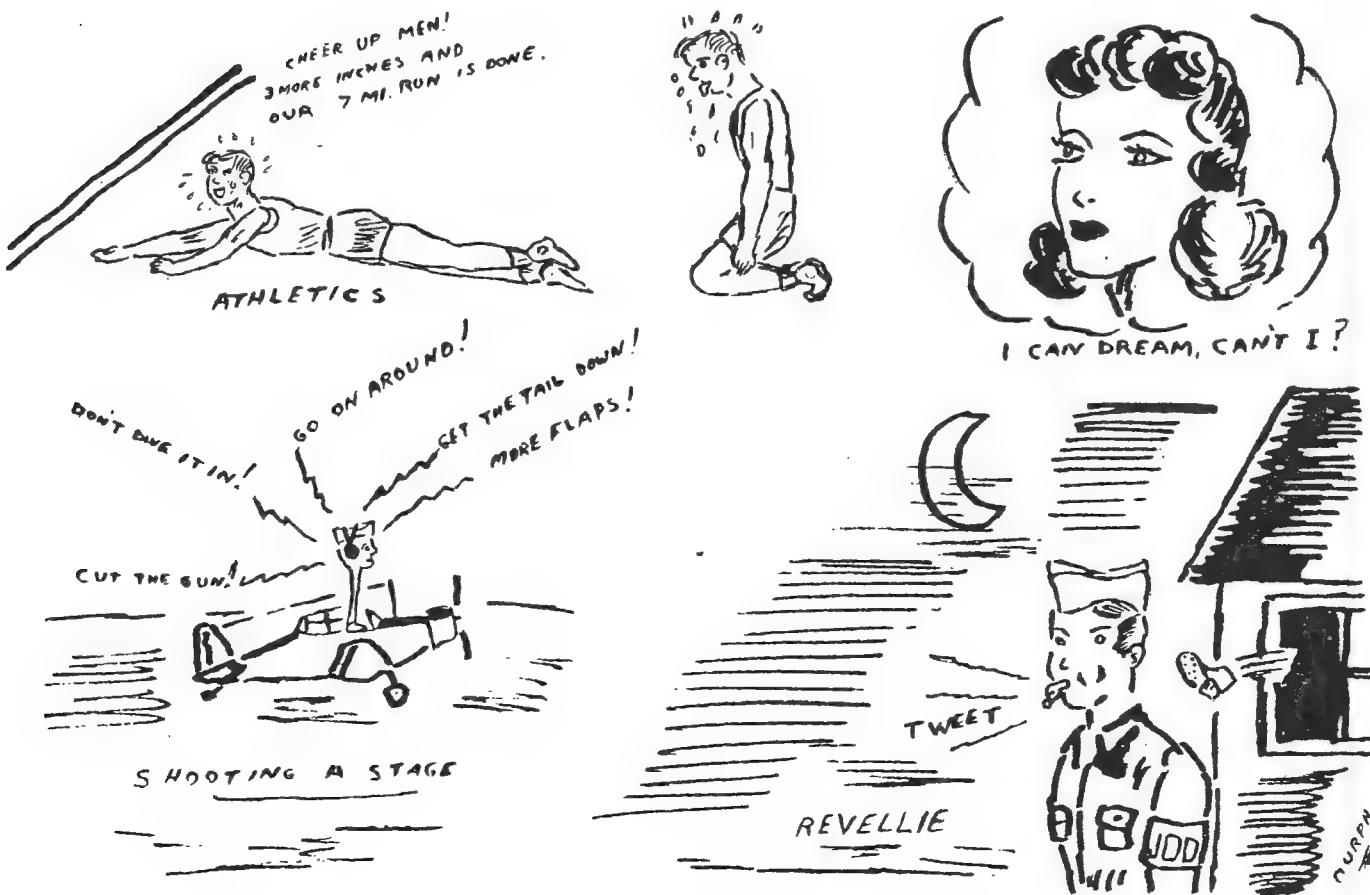
Fergus Falls, Minn. "Mac" went to North Dakota State where he was a letter man in football and hockey. He'd like heavy bombardment with Four Roses on his breath.

SMITHSON, Lee K. Age 21

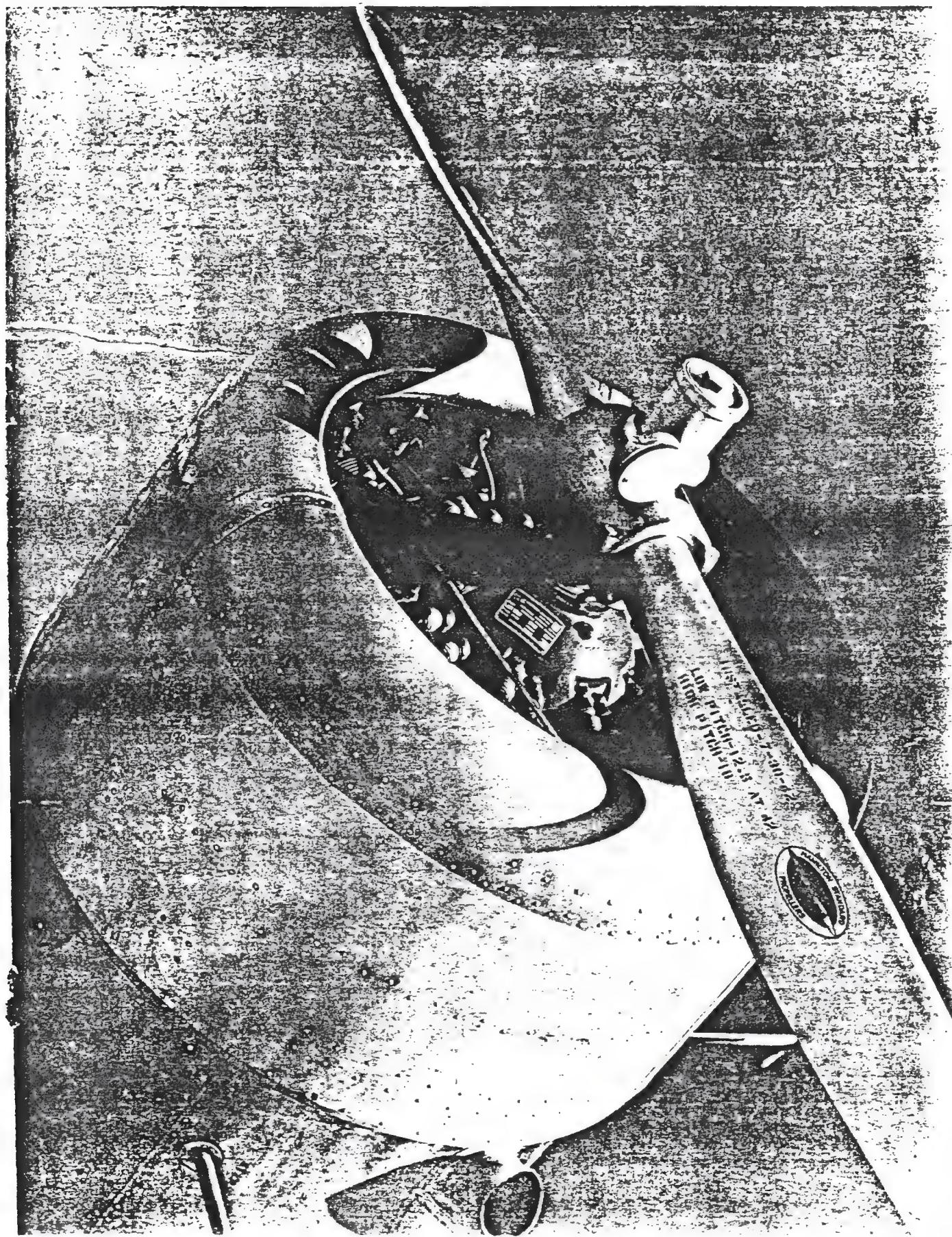
Kansas City, Mo. A former Kansas City University student, Lee was a chemist in civilian life. He would like to get a furlough sometime—somewhere.

WHITAKER, John E. Age 21

Osage, Iowa. John has been searching Arizona and California for the past six month in hopes of finding a girl with blond curly hair like his own. So far no good likenesses have been sighted.



Cowling and propellor of Vultee Valiant BT-13A



Edward A. Nachowitz was then sent to the A.A.F. Advanced Flying School at Marfa, Texas near El Paso. He graduated there and earned his wings as a 2nd Lt. in the Army Air Force. The graduation was held on 6 February 1943 at 9:45 AM. Edward was a member of Class 43-B.

His commanding officer at Marfa was Col. Gerald Hoyle. His oath of office as "an officer and a gentleman" was administered by Major Charles L. Cone.

Three days later on 9 February 1943, the Japanese evacuated Guadalcanal in the Solomon Islands and the island was safely in the hands of the United States Marine Corps. Later that year shoe rationing began in the U.S., followed by rationing of meat, cheese and all canned foods.

Graduation program Marfa, Texas
February 6, 1943



Graduation Exercises

ARMY AIR FORCES ADVANCED FLYING SCHOOL

MARFA, TEXAS

COLONEL GERALD HOYLE
COMMANDING

09:45
FEBRUARY 6TH, 1943

GRADUATION EXERCISES
THE ARMY AIR FORCES WEST COAST TRAINING CENTER
AT
THE ARMY AIR FORCES ADVANCED FLYING SCHOOL
MARFA, TEXAS
February 6th, 1943

— • —

COMMANDING GENERAL, THE ARMY AIR FORCES WEST COAST TRAINING CENTER
Major General Ralph P. Cousins

COMMANDING GENERAL, 38th FLYING TRAINING WING
Brigadier General Martin F. Scanlon

COMMANDING OFFICER, THE ARMY AIR FORCES ADVANCED FLYING SCHOOL
MARFA, TEXAS
Colonel Gerald Hoyle

DIRECTOR OF TRAINING
Major John D. Wynne, A. C.

COMMANDANT OF CADETS
Captain Raymond H. Reece, A. C.

— • —

PROGRAM

CADET REVIEW
09:45 A. M.

GRADUATION EXERCISES
Post Theater 10:30 A. M.

INVOCATION
Chaplain H. J. H. Landdeck

INTRODUCTORY REMARKS
Major John D. Wynne

GRADUATION ADDRESS
Captain Morris N. Friedman

PRESENTATION OF WINGS AND LETTERS OF APPOINTMENT
Colonel Gerald Hoyle

OATH OF OFFICE
Major Charles. L. Cone

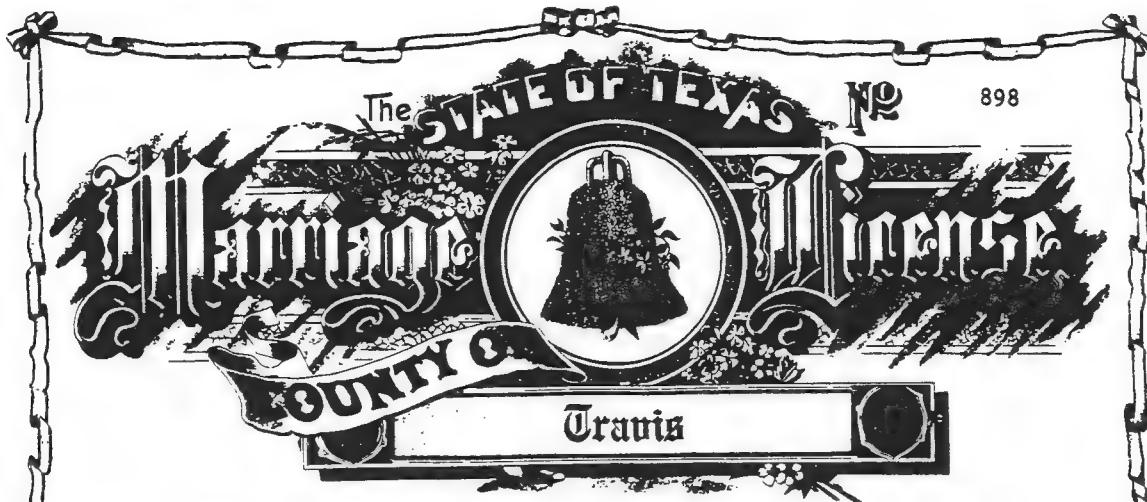
BENEDICTION
Chaplain H. J. H. Landdeck

Lt. Nachowitz then received his orders to report to the newly-named Bergstrom Army Air Field at Austin, Texas. There he would take additional training with Douglas C-47 "Skytrains". The 580 mile trip took 18 hours on the Southern Pacific Railroad from El Paso to Austin, Texas.

The Japanese attack on Pearl Harbor was accompanied on December 8 by an attack at Clark Field in the Philippines. Capt. John Bergstrom a reservist from Austin, Texas was killed in the attack. He was a graduate of Texas A & M and the first Austinite killed in the war. Bergstrom's former employer the Austin National Bank and the then Congressman Lyndon B. Johnson prevailed upon the U.S. Army Air Force to rename the base Bergstrom Army Air Field after Austin's fallen son.

Edward's sweetheart from Detroit, Marion Kathleen "Penny" Pender came to visit him in Austin and they were married at the airbase by Chaplain H.M.K. Falmstrom on 10 May 1943.

At the time of Ed and Penny's wedding, British General Harold Alexander was in the process of defeating the combined German and Italian forces in Tunisia. While the German Army was being defeated in North Africa, Betty Smith was writing her classic novel "A Tree Grows in Brooklyn."



To Any Person Authorized by the Laws of the State of Texas
To Celebrate The Rites of Matrimony in the State of Texas.

GREETING:

YOU ARE HEREBY AUTHORIZED TO SOLEMNIZE THE

RITES OF MATRIMONY

Between Mr. Edward A. Nachowitz

and Miss Marion Kathleen Pender

and make due return in the Clerk of the County Court of said County within ~~forty~~ sixty days thereafter,
certifying your action under this License.

Witness my official signature and seal of office at office in Austin Texas,
this the 10th day of May A. D. 1943

(Seal) Emilie Limberg Clerk County Court

Travis County, Texas

Frieda Wacker Deputy

J.H.M.K. Falmstrom hereby certify that on the Tenth day of May
A. D. 1943 I United in Marriage Mr. Lt. Edward A. Nachowitz and
Miss Marion Kathleen Pender the parties above named.

Witness my hand this 10th day of May, A. D. 1943.

H.M.K. Falmstrom, Chaplain

Bergstrom A.A. Field, Austin, Texas

Returned and filed for record the 12 day of May 1943 and recorded
the 12 day of May 1943, in Book 42 Page 94 Marriage Records of Travis County.
By A. M. Bunsen Deputy. Emilie Limberg County Clerk.

The State of Texas } J. Doris Shropshire, County Clerk in and for Travis
County of Travis } do hereby certify that the foregoing is a true and cor-
rect copy of a Marriage License together with its return thereon of
Mr. Edward A. Nachowitz and Miss Marion Kathleen Pender as the same
appears of record in my office in Vol. 42, Page 94, Marriage Records of Travis County, Texas.

To Certify Which, witness my hand and seal of office, at office in Austin Texas,
this, the 27th day of October A. D. 1983

Doris Shropshire, County Clerk

Travis County, Texas

B. Rutherford, Deputy
B. Rutherford

At Bergstrom Field in Texas the 93rd Troop Carrier Squadron was activated on 1 June 1943 and Lt. Ed Nachowitz was one of its original members. The commanding officer of the 439th Troop Carrier Group to which the 93rd Sq. belonged, was Lt. Colonel Ralph L. Zimmerman.

The American military finally had begun to rearm in 1940. That September the Army ordered 147 military versions of the DC-3 from the Douglas Aircraft Company and called them C-47 "Skytrains". The floor was reinforced for up to 6,000 pounds of cargo or 28 paratroops in folding seats on each side of the cabin. It was fitted with a large two-section cargo door on the left side of the fuselage. *It was sixty three foot long, twin-engine*

Marion Kathleen "Penny" Nachowitz returned to her parents home at 14355 Sussex Ave., Detroit, Michigan while her husband Lt. Ed Nachowitz went off to war in his "Skytrain."

Workhorse with a top speed of 230 miles per hour and a range of 3600 miles. A drop of a single battalion of airborne infantry required more than 50 planes. A regiment filled about 150 aircraft

From 1 June 1943 until 14 June 1943 the 93rd Squadron was stationed at Alliance Army Air Field, Nebraska where they continued to train for two weeks.

From 15 June until 1 August 1943 the 93rd was stationed at Sedalia Army Air Field, Missouri for more specialized training.

During this time the British and American forces had landed in Sicily and the Italian Campaign had begun. In the United States the movie "Casablanca" won the Academy Award and the Lindy Hop gave way to jitterbugging.

Edward and the 93rd returned to Alliance, Nebraska for further training with "Waco" GC-4A gliders from 2 August 1943 until 18 December 1943. The gliders were 15-man, high-wing aircraft with wooden wings, and a steel-framed fuselage. They were mass produced in the Ford automobile factories. General Henry H. "Hap" Arnold, Chief of the Army Air Force had launched the glider program. It was coordinated by the American soaring expert Lewin Barringer.

On 17 August 1943 the U.S. and British forces captured Messina, ending the German resistance in Sicily.

While Lt. Ed Nachowitz continued training with the Waco gliders, Anglo and U.S. forces landed in Salerno; U.S. and Australian forces landed in New Guinea, and on the Eastern Front, Kiev, Russia was liberated. The R.A.F. began the bombing of Berlin, Germany by night, while the U.S. 8th Air Force struck during the day.

On 19 December 1943, the 93rd and Lt. Ed Nachowitz began intensive parachute-drop training with the 101st Airborne Division at Laurinburg-Maxton A.A.B., North Carolina. They stayed there until 31 January 1944.

From 1 February until 12 February 1944, they were moved to Baer Field, Indiana waiting for overseas orders. Their new Group Commander was Charles H. Young.

It was at this time in Italy that the Benedictine Monastery at the top of Monte Cassino was bombed and destroyed. The Germans however, would hold out there for an additional three months before the Poles led by Commander Wladyslaw Anders would take the hillcrest of Monte Cassino on 18 May 1944.

23 Jan
94

Saturday 10:45 a.m.

Dear Skipper,

Guess this'll be
my last letter from
this side, our training
is just about complete.

Our C. S. was killed in
a crash in Oklahoma, Cal.
last week, you may have
seen it in the papers.
I'm trying to drop
everyone a line to sort
of say good-bye.

I've only made a
couple of models lately,
one little airplane and

doggy pull size .45

antimatic, one of which
I will ~~not~~ you have.

My best "Yard" would get
me into angry life, sure
makes me feel like the
devil, acting like a fool.

Hope you got your late
birthday present.

Take care of yourself

Always and keep in touch
with Penny until you
hear from me again.

Ed.

Letter dated Jan. 23, 1944 from Edward in North
Carolina to his father in Memphis, Tenn.

On 14 February 1944, the 93rd Troop Carrier Squadron departed Baer Field, Indiana and arrived two days later, on 16 February 1944 at Camp Miles Standish, Taunton, Mass.

They departed Boston, Mass. on 28 February 1944 on the vessel "George Washington" bound for the British Isles and the European Theatre of the war. Edward would not "get five Japs" as Major Partridge ordered him in December 1942 when he graduated as a cadet from Marana, Texas.

During this time of the war John Hersey was writing his Pulitzer Prize Novel, "A Bell For Adano".

Ed and the 93rd Squadron arrived six days later at Balderton, England on 6 March 1944. Balderton is in the east of England about 30 miles west of Boston, Lincolnshire. Boston is on the coast of the "Wash", and is about 120 miles north of London.

The 93rd was now one of the Squadrons of the 439th Troop Carrier Group, 50th Troop Carrier Wing, of the IX Air Force Troop Carrier Command. Lt. Nachowitz's mailing address was simply, APO 133, % Postmaster, New York, New York.

The 93rd Squadron was now authorized 32 combat crews and 16 glider crews. Their authorized strength was 92 officers, 29 Flight officers, 1 Warrant officer and 299 enlisted men. It's code name was now "Squadron 3-B."



AIR HISTORICAL BRANCH 5 (RAF)
MINISTRY OF DEFENCE

Lacon House Theobalds Road London WC1X 8RY

Telephone (Direct Dialling) 01-430 - 6155
(Switchboard) 01-430 5555

Mr Eugene J Bachara
80 East Jackson - Room 937
Chicago
Illinois 60604
USA

Your reference

Our reference
D/AHB(RAF)8/5

Date

21 June 1984

Dear Mr Bachara

I have been asked by the Head of the Air Historical Branch, Air Commodore Probert, to reply to your letter of 5 June 1984 in which you enquire about your old airfields in Great Britain. Balderton, Ramsbury, Membury and Upottery were all built in the early 1940s for the RAF, but were all eventually used mainly by the US Army Air Force.

In fact the use of all four by the RAF was quite small. Membury and Ramsbury were two of a clutch of airfields used by the US Ninth Troop Carrier Command of the US Ninth Air Force (not Eighth) to the West of London. The nearest town of any size near to these is Newbury. These two airfields are about 10 miles North-East of the town of Newbury, itself about 60 miles West of London.

Upottery is about 20 miles North-East of Exeter, in the South West of England. Exeter is about 170 miles South-West of London.

Balderton is one of many old airfield sites in the East of England and is about 30 miles West of Boston, Lincolnshire. Boston is on the coast of the Wash, and is about 120 miles North of London.

None of these four airfields is used today by the Royal Air Force; in common with many others they have been returned to the former owners of the land or sold.

In the case of many of these old airfields the concrete runways and aircraft hard-stands have been mostly broken up and lifted and the land returned to agricultural use.

In some cases, some buildings remain and are used by local people for a variety of uses - barns, stores, cowsheds etc, or in a few cases, garages or small factories.

We have notes on only Upottery and Membury, and these are included with this letter, together with a copy of the USAF's own short history of the 439th Troop Carrier Group. I have also copied for you two sections of an airfield map (scale is one inch equals approx 10 miles) and underlined in red the names of the four airfields. The towns of Boston, Exeter and Newbury are also underlined (twice) in red.

I hope you will find these items of assistance.

Yours sincerely

E. A. Munday

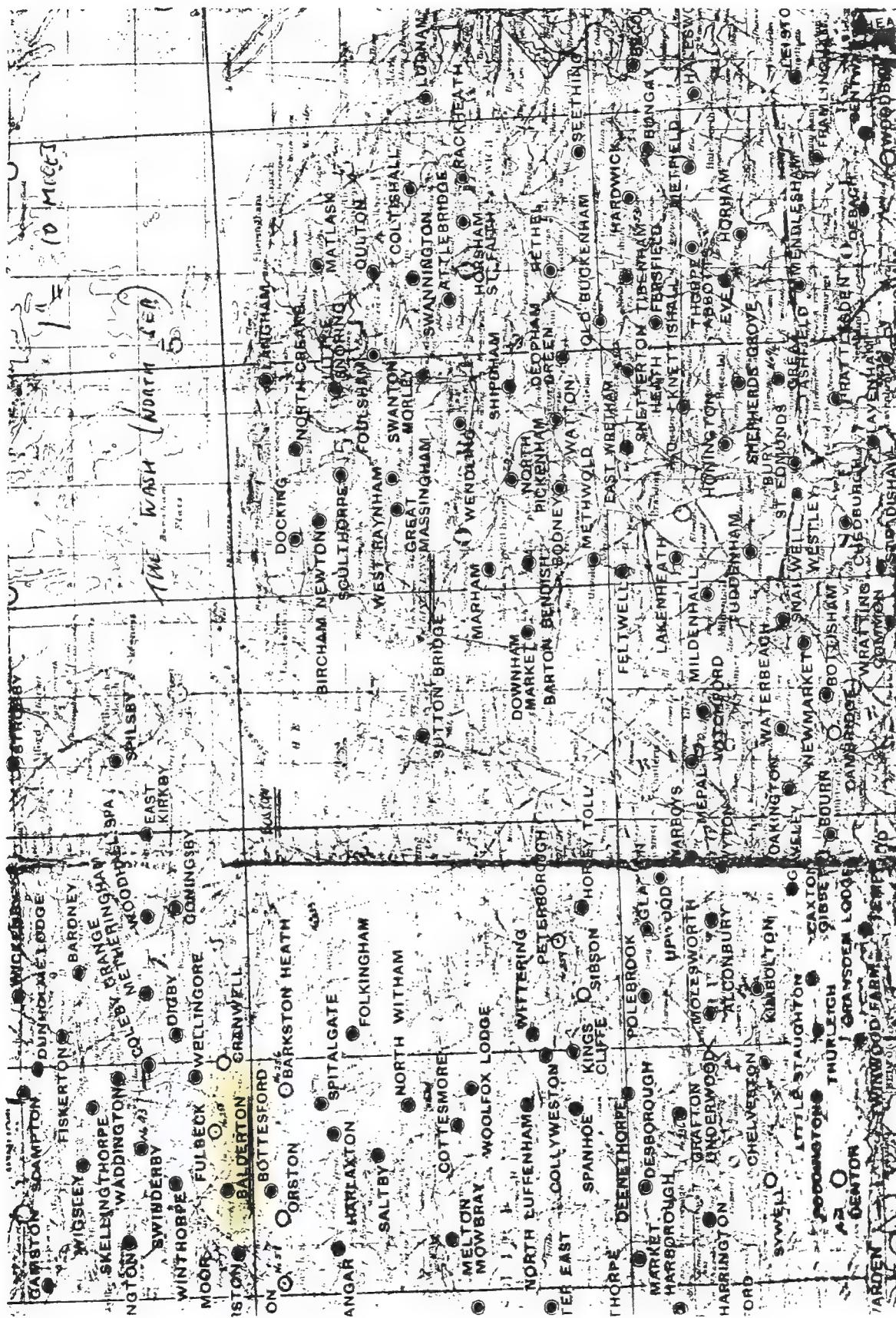
E A MUNDAY
AIR HISTORICAL BRANCH 5(RAF)

Letter advising location of airfields in England during WWII



Upottery, Ramsbury, Membury airfields.
Courtesy of Air Historical Branch (RAF)

Balderton airfield, 120 miles North of London
Courtesy of Air Historical Branch (RAF)



The 93rd remained at Balderton, England until 25 April 1944, at which time the unit was relocated to U.S.A.A.F. Station 462, Upottery, Devon, England. There it began its training for the landing of gliders and paratroops in the Allied invasion of Normandy, set for 6 and 7 June, 1944.

Edward A. Nachowitz, now having achieved the rank of Captain, would lead and fly missions dropping paratroops in the invasion of what Hitler called "Fortress Europe".

The day for which the 9th Air Force worked so hard was near. D-Day when the Allied invasion of Europe would begin, was set for the 5th of June, 1944. By that date all tactical groups were ready to carry out their tasks, and the troop carrier groups were ready to transport troops, material and gliders to designated landing and drop-zones in the selected invasion area...the northern coast of the Normandy Peninsula of France, east of the key port of Cherbourg, between St.Mere Eglise and Ouistreham.

On D-Day over 800 Douglas Skytrains dropped or landed by gliders 13,000 U.S. paratroopers behind German lines in support of the liberation of occupied Europe.

Years later when asked to name the weapons that won the war, General Dwight D. Eisenhower is said to have answered the C-47, bazooka, jeep and atomic bomb.

By the evening of 5 June, all Allied aircraft were painted with Invasion Stripes of alternating black and white bands completely around fuselages and wings. These stripes would easily identify them as friendly to ships and troops below. They were a result of tragic losses during the Sicilian invasion. Painting on of these stripes continued in some cases well into the night of 5 June and was not completed at some bases before the heavens ~~reverberated~~^{reverberated} with the roar of thousands of engines as the troop carrier planes formed up over England and then headed east toward France.

All 14 groups of Brig. General Paul L. Williams' IX Troop Carrier Command were to take part in the opening move of the invasion. Their planes were to deliver parachute and glider-borne infantry of the 82nd and 101st Airborne Divisions on six drop or landing zones in close proximity to St. Mere Eglise. From there the troops would seize bridges, roads and key points to assist the inland progress of assault troops landed on UTAH Beach.

First dispatched were six pathfinder groups. Their mission was to drop at least one of three airborne pathfinder teams on each of the six drop zones assigned. The teams were to mark the zone with lighted tees and radar beacons 30 minutes before the arrival of the main body. The pathfinders were also to drop two teams to mark a special glider landing zone. All drops were accomplished.



General Dwight D. Eisenhower addressing U.S. troops before
the D-Day invasion June 6, 1944
Courtesy of the National Archives

While the pathfinders were operating, 821 Douglas C-47 and C-53 transports plus 104 towing as many Waco CG-4A gliders, were ready to be dispatched from fourteen airfields from Lincolnshire to Devon. It would be a model of precision flying and air discipline. The C-47's, zebra-striped for identification, took off at eleven-second intervals. General Eisenhower told the grease-painted paratroopers and the air crews: "The eyes of the world are on you tonight."

As the troop carriers took off, they formed into groups and then into wings. Two crews per group had been specially trained in the Pathfinder School to lead their groups within visual distance of the drop zone aids established by the airborne pathfinder units. From wing assembly areas the planes headed for the command departure point, FLATBUSH, where they descended to 1000 feet and then 500 feet as they headed out over the Channel along a ten-mile wide corridor. At 140 mph, with navigation and cabin lights turned off, they passed over a naval vessel checkpoint, GALLUP, in mid-channel and then flew on to a turning point off the west coast of the Cherbourg peninsula, HOBOKEN.

Another part of the force was made up of RAF Short Stirling heavy bombers. At HOBOKEN they continued flying south and dropped large quantities of "Window", strips of foil which had the same effect on radar devices as an aircraft, to confuse the enemy as to the purpose and destination of the planes. Behind them the troop carriers, as they turned east at HOBOKEN, began climbing to 1500 feet and experienced light flak from the Channel islands of Guernsey and Alderney. The flak grew more intense as they reached the mainland at the Initial Point, MULESHOE. For most of the crews, who had not been in combat before, it looked unreal, but when hits were scored on their planes and they remembered they were flying in aircraft carrying no armor or self-sealing fuel tanks, they were face to face with the stark reality of war.

From MULESHOE, the planes nosed down toward 700 feet and reduced speed to 125 mph. Then the planes slowed to the 110 mph speed necessary for the paratroop drop, the dropping point was identified, and at 0016 hours of 6 June the first paratroopers of the invasion dropped toward Normandy. With their cargoes delivered the first planes headed north for the coast at PADUCAH from which point they continued north to SPOKANE before turning west to GALLUP where they returned to the original corridor which took them back to England.

Captain Nachowitz's C.O., Colonel Charles H. Young, commander of the 439th Troop Carrier Group, led the 50th Troop Carrier Wing in. The 439th had arrived at their stations at 2200 hours, takeoffs started at 2313, and the regular troop carrier route to Normandy was followed.

The formation included 81 troop carrier C-47s. Among them they carried the eager, tough young paratroopers of the 506th Parachute Infantry Regiment led by Colonel Sink of the 101st Airborne Division. Colonel Sink and his men were put within 200 yards of their Drop Zone point.

As a result of the heroics of the men of the 506th Regiment, the famous award-winning author, Stephen E. Ambrose wrote his bestseller "Band of Brothers." The book tells the story of Easy Company. They were an elite rifle company that parachuted into France behind enemy lines early on D-Day morning. They dropped into German-occupied Holland for the failed Operation Market-Garden, fought in the Battle of the Bulge, and captured Hitler's Eagle's Nest at Berchtesgaden in Bavaria. They were also a unit that suffered 150 percent casualties and whose lives became a legend that was made into a Golden Globe winning TV Mini-Series, "Band of Brothers."

The C-47's returned to the base at 0230 with only three planes unaccounted for. They brought back only two paratroopers, one of whom had been shot through the leg twice from ground fire but who was going to jump anyway. The other had been knocked nearly unconscious on the side of the door as he started out.

Each trooper had a hundred-plus pounds of gear strapped to his body. It consisted of helmet, main and reserve parachutes, trench knife, rations, rifle, ammunition, hand grenades, canteen, entrenching tool, gas mask, flashlight and first aid kit.

Capt. Nachowitz could clearly see the strangely beautiful arcs of the enemy tracers reaching up for the 'Skytrains.' The red light by the open jump-door would be turned-on when he thought they were close to the drop-zone. At that point the officer in charge of the seventeen-man plane load called a 'stick' would shout "Stand up!" over the roar of the two engines. At the command "Hook up!" the troopers hooked their parachute static lines to an overhead cable running the length of the airplane. With the next command "Check equipment!" each man checked his own equipment, his helmet, chinstrap, weblines and weapon...then checked the parachute of the man in front of him. "Sound off for equipment check!" At that command, starting with the last man in the 'stick', they began counting, each man slapping the man in front of him. "Seventeen, okay!", "Sixteen, okay", "Fifteen, okay!" When the count reached the officer standing in the open doorway, he turned his face into the wind and the darkness.

When the pilot threw the switch that turned the red light to green, the troopers, like robots, shuffled out the door and into the war that awaited them below.

The 101st was dropped without major loss while only one unit of the 82nd was badly dropped. On the ground, the paratroopers and glider forces found themselves in the midst of a strongly organized defensive position with the 82nd Division in the worst situation. They landed squarely on the German 91st Infantry Division and other defense troops engaged in maneuvers.

Of the 821 troop carriers dispatched, 805 reached their assigned dropping zone and 16 were lost to German ground-fire. Of the 104 tugs and gliders, all but one reached the landing zone and only two tugs were lost.

By H-Hour, when the seaborne assault forces hit the beaches at 0630, the airborne forces were down and in action (the last was dropped at 0404 hours). They continued operations throughout the day and were resupplied between 2053 and 2250 hours in the early evening of 6 June and 0700 to 0855 hours of 7 June by 408 tugs pulling CG-4A "Wacos" and English Horsa gliders. Further re-supply was carried-out on the morning of 7 June by some 320 C-47's and C-53's. Captain Ed didn't get much sleep that morning.

For these missions the 439th Troop Carrier Group was awarded a Distinguished Unit Citation and the French Croix de Guerre with Palm.

Few regrets were expressed by the glider troops. There was little to envy in their frightening role as passengers, often to novice pilots, in flimsy, uncomfortable and defenseless craft, liable to force-land any time after taking off.

If their C-47 tug-planes did not fail, if their towlines did not break, if they were not raked and peppered by shrapnel or bullets as they were airborne, they could look forward to ending their journey with a shuddering crash and a welcome of gunfire or mortar shells. Losses in "Neptune" as the airborne operation was coded, was up to eighty percent by some estimates.

Letter dated June 7, 1944 one day after "D-Day" from
Edward in England to his father in Indiana

2

England 6-7-44

Dear Skipper,
You're no doubt
read all the great news
and maybe wondering if
I'm still OK. Well I am,
so far, but we were in
on it, in fact spearheaded
it. Needless to say I've
never had such an experience
like it before, and the
friends were terrific. I have
the one slug that hit my
rhino, in the gas tank but
that, fortunately we didn't
catch fire, but did plenty
of substantiating.

We all feel pretty

good, and are pretty
eager for what lay ahead.
It's fun listening to the
news over the radio, we
all get a kick out of saying
"we were there".

Now I recall exactly
but don't think I had been
promoted when you last
heard from me, and I
was in a bad mood anyway.
Have been a captain about
six days now, seems funny
being called that instead
of Lieutenant.

Well skipper, write soon
and take care of yourself.

Ed.

The 93rd Troop Carrier Squadron remained at Upottery, Devon, England until 6 August 1944, as the American armies fought their way deeper and deeper into German held positions on the continent. During this time the group ferried supplies in the United Kingdom until the air echelon was sent to Italy in July to transport cargo to Rome and evacuate wounded personnel. Completing this assignment, they returned to England. Popular songs being sung in America at the time were: "Don't Fence Me In", "Rum and Coca Cola", "Swinging on a Star" and "Sentimental Journey."

From 7 to 16 August 1944, Capt. Nachowitz was stationed at Ramsbury, England. During the next week they were reassigned to the airbase at Membury, England.

Ramsbury and Membury were both built in the early 1940's for the RAF but were used mainly by the 9th U.S. Army Air Force. The nearest town of any size to them was Newbury. These airfields were about 10 miles northeast of Newbury which is about 60 miles west of London.

From here the detachment dropped paratroops of the 517th Parachute Infantry Regiment along the Riviera to aid the invasion of Southern France on 15 August 1944, and later towed gliders to provide reinforcements. For these missions the group was again cited by the French government.

England

15-8-44

Dear Skipper;

Received your letter
from Jacksonville, Illinois
today.

Nothing new to
report from here. Glad
Henry sent you the
clipping, she said she
would.

It's quite warm
here now, but the
heat doesn't last

2
very long, it'll soon
be winter again.
sure am down in
the dumps, lonesome
and everything, sure
prays for a good mind.
Take care of yourself,
and don't forget to
send me some of that
good tobacco.

Adolorg.
Ed.

Letter dated Sept. 3, 1944 from Edward in England to his father in Indiana.

England

3-9-44

Dear Father,
I haven't heard from you for some time, but I read you're pretty busy travelling around. Not much of anything new to report, just plugging along.

Don't remember if I told you that we were all awarded the Air Medal for our part in the invasion, and more recently we received the Presidential Citation.

2

still smoking my pieces, but haven't tried that tobacco you mentioned since it's not to be had over here. Had them sent me some London

short and fine tobacco which are supposed to be pretty fair.

These are what's all left now, write when you can, and take care of yourself.

doing for now,

Ed.

England

7-9-44

Dear Father,

Haven't heard from you for some time. I figure you probably haven't received my mail from me either, cause it's been held up. Enclosed is an M.O. to cover the cost of sending me some candy. You mentioned you sent me some, but it hasn't arrived as yet. Packages are very slow, they take from four to six weeks to get here.

Guess I told you I've started smoking a pipe again, sure knock myself

out now and then, but slowly and smoky getting used to it. A good cake is forming in the bowl, and that is supposed to make it mellow. Swiss or American all the popular brands of tobacco and Sir Walter Raleigh seems best to my taste. That's not a hint to send me some though cause I can get it here much cheaper than back home. Anyways, I mixed all the others together that I had and the mixture makes pretty good smoking too.

Well shipped, stop a line soon and take care of yourself. Ed.

Letter dated Sep. 7, 1944 from Edward in England to his father in Indiana.

France

9-9-44

Dear Skipper,
Received your letter
on my birthday card
the other day, but have been
so busy haven't been able
to answer until today. That
sure is a nice card, thanks
a lot.

It's too bad you weren't
able to get to Detroit, maybe
you'll get there yet.

Glad you liked the picture
Henry sent you.

Am looking forward to
that tobacco. And Henry
send me some London Stock

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which is made by the
Christian Paper Co.

We're living in quarters
the Jerries had not long
ago, and they left quite a
few things behind.

Hope this gets mailed
soon, as we still aren't
very well organized yet and
don't have a post office.

Thanks again Skipper
and prolong for now.

Ed.

Letter dated Sep. 9, 1944 from Edward in France
to his father in Indiana.

This time they were awarded the French Fourragere. This was the largest of the independent glider operations that was staged against the Germans in Southern France.

On 8 September 1944 the 93rd was flown to Juvincourt, France where they remained until 29 September. Further and further they leap-frogged across France as the Allied armies penetrated deeper and deeper into the lowland countries. From Juvincourt, France, Capt. Ed Nachowitz and the 93rd Troop Carrier Squadron dropped paratroops of the 82nd Airborne Division near Nijmegen and towed gliders carrying supplies during the airborne attack on Holland between 17-25 September 1944.

In principle "Market Garden", the code-name for the operation was simple. Three airborne divisions would land, one in each region. Eindhoven would be covered by the 101st American Airborne Division ; Nijmegen by the 82nd American ; Arnhem, the furthest into enemy held land, by the 1st British Airborne Division.

Letter dated Sep. 19, 1944 from Edward in England to his father in Indiana.

England 19-9-44
My Father,
Received your letter
from Bedford, Ohio today.
You'll get to Detroit
in no time, and meet Henry's
folle.
We've been quite
busy lately as you can
notice by the newspapers,
and it sure is nice to
still be around. The service
is pretty good with
their ack-ack.
Received a letter from
Henry today too, as well
as from Henry. Now seems

2
to want to get settled
in Detroit again.
Haven't received that
super tobacco yet, but
I'm looking forward to it.
Bought a Paywood pipe
from the 1st the other
day, and it's just starting
to take up.

Take care of yourself
and write soon again.
You mentioned some time
ago that you sent two packages,
but I only received one, so the
other must have been lost.
Thanks anyway though.
Solang for now,
Ed.

The casualties were high. Including prisoners of war, 730 British glider pilots were lost or wounded at Arnhem. As a whole "Market Garden" produced 13,000 casualties among Allied airborne troops and air crews. The glider landings, unprecedented in scale, however had been a huge success.

Between them, British and American gliders had carried nearly 14,000 troops into battle, together with 1,690 vehicles, 290 guns and 1,260 tons of supplies and ammunition. It was the Battle of Arnhem that inspired Cornelius Ryan to write the book "A Bridge Too Far."

Capt. Ed Nachowitz and the 93rd Squadron then moved to temporary duty at Lonray, France and remained there until 3 November 1944 at which time they were assigned to their new airbase..."A-39" at Chateaudun, France.

Chateaudun, France is located about 50 miles due east of LeMans and approximately 70 miles southeast of Paris.

The 93rd Troop Carrier Squadron remained at Chateaudun, and continued carrying paratroopers and towing "Waco" gliders to the combat areas as the Americans moved closer and closer to the west wall of Germany...the Siegfried Line.

Letter dated Dec. 3, 1944 from Edward in France to his father in Indiana.

France

3-12-44

My Skipper,
Never't heard from you
for quite a while now.
Enclosed is a little M.O.
for time and also for your
birthday, Jan. 9. Penny will
probably send along a gift,
but I also wanted to send something.

Received a tank helmet pipe
from Ted the other day, and
also received a helmet from
Penny, which I pushed off. It's
a black helmet and is
a lot bigger than I thought
it would be. It has a Messerschmitt
bowl, and will really be a dilly

2

when it's broken in.

The weather is mighty
bad around here, making for
hazardous flying.

Hope I hear from you
and Mom pretty soon, Penny
said Mom was pretty sick
last time she wrote.

Take care of yourself,
and have a nice Christmas
and New Year.

Along now,

Ed.

Letter dated Dec. 17, 1944 from Edward in France to his father in Indiana. Edward would be shot-down and killed in action 10 days later near Sibret, Belgium in the battle of the bulge for the town of Bastogne.

France

17/12-44

Flight delayed,
have never 't heard
from you for an awful long time.
Although didn't write to you
about once or twice a week
anyway, received the swell
Yule-Bole pipe and the
tobacco you sent, boy do
I ever appreciate it, the
pipe's a honey, I'm gonna
make hell out of it. Also
received a package of different
things from Henry, and one
from his sister Helen.
Weather is sure poor over

2

here, flying is getting awful
dangerous.

Heard from Grandma today,
said Ted had dropped in
unexpectedly with one of his
girl friends Mrs. F and may
be back there for Christmas.
Hope to receive a letter
from you soon, anxious to
know if you received that
pipe and tobacco I sent
you.

Write soon, and take
good care of yourself.
Along for now,
Ed.

To the average American, the Belgian city of Bastogne in the low, rolling hills of the Ardennes Forest, epitomizes the "Battle of the Bulge." The heroic defense of this town during the Christmas season of 1944, when it was completely surrounded by outnumbering German forces, was perhaps the most spectacular event in the European fighting during World War II.

Line after line of newsprint told of the bravery of the boys who became men at Bastogne. Article after article and book after book, has been written, but none have told of the flight of fifty C-47 "Skytrains" from Chateaudun, France to Bastogne, Belgium on the morning of December 27, 1944. This is my feeble attempt to tell that part of the story of the "Battle of the Bulge."

On December 26, 1944 the orders were given at Chateaudun, France to the 93rd Troop Carrier Squadron's commander, Lt. Colonel Barrere. A mission of fifty C-47 Skytrains were to bring ammunition and much needed supplies to the besieged troops of the 101st Airborne Division at Bastogne, Belgium.

The lead plane would be flown by Captain Brauer. They would all tow gliders carrying heavy ammunition, 155mm shells. The mission consisted of fifty planes and Waco gliders. The 93rd Squadron supplied twelve planes and thirteen glider pilots. The mission was designated "Combat Mission No. W 1117."

Captain Edward A. Nachowitz's plane was 42-100-840. His crew consisted of:

Robert W. Nelson, 1st Lt. and navigator, Serial No. 0 698467

Edward L. Williams, 1st Lt. and co-pilot, Serial No. 0 449289

Vernon J. Brasch, T/Sgt Aerial Engineer and Crew Chief Serial No. 39 456 150

John M. McCann, Sgt. Radio Operator and Mechanic Serial No. 31 306 542

The pilot of the Waco glider in tow by Capt. Nachowitz was Flying Officer Harold K. Russell, Serial No. T 121277. He was on detached service to the 101st Airborne Division.

Early on the morning of December 27, 1944 they plotted their course and took off at 10:25 AM for the 235 mile flight northeast to Bastogne, Belgium in the Ardennes Forest. Almost all completed the mission. Captain Edward A. Nachowitz, unfortunately, did not.

Official records indicated that he was killed when his plane crashed about 12:30 PM on 27 December, 1944 near Sibret, several miles south west of Bastogne, Belgium. All but one of his crew members lived and were taken prisoner by the Germans who were encircling Bastogne.

The navigator, Lt. Robert Nelson is believed to have died because his parachute never opened.

The 93rd Troop Carrier Squadron's missing Air Crew Report revealed that Captain Nachowitz' plane received damage from heavy German flak, and left the formation. Three parachutes were seen leaving the aircraft and opening, and the Waco glider in tow by Flying Officer Harold K. Russell was cut loose. The pilot of the glider stated that the plane was enveloped in flames before it hit the ground and burned. It was the opinion of his brother officers that Captain Nachowitz ordered his four crew members to bail out and stayed with the ship himself, since he may not have had sufficient time to jump or was severely wounded.

The glider pilot, Flying Officer Harold K. Russell was lightly wounded on that mission and was treated at the 39th Evac. Hospital.

The company morning report for 6 January 1945 for the 93rd Troop Carrier Squadron, 439th Troop Carrier Group, Chateaudun, France showed four other glider pilots, Flying Officers: Blake, Hobart, Hower and Juneau, who also were on detached service with the 101st Airborne Division, were missing in action since December 27, 1944 when they left Chateaudun, France on Mission W-1117.

The following pages are an abstract of the Squadron History of the 93rd Troop Carrier Squadron for the month of December, 1944. It previously had been marked "SECRET." The data pertaining to Captain Edward Nachowitz has been featured.



DEPARTMENT OF THE AIR FORCE
WASHINGTON, D.C. 20330

OFFICE OF THE SECRETARY

9 APR 1984

Honorable Alan J. Dixon
United States Senator
230 South Dearborn Street
Chicago, Illinois 60604

Dear Senator Dixon:

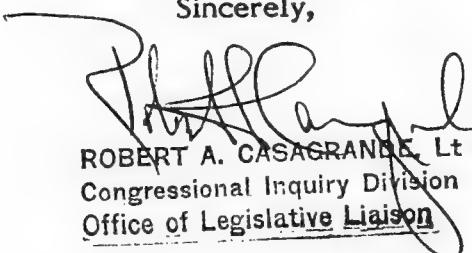
This is in reply to your inquiry in behalf of Mr. Eugene J. Bachara who is seeking information pertaining to his cousin, Captain Edward A. Nachowitz, who was killed during World War II.

We are pleased to forward a brief history of the 93rd Troop Carrier Squadron, which was the unit to which Captain Nachowitz was assigned. The history lists all of the squadron's stations during World War II. In addition, periodic unit histories covering the organization's activities for November and December 1944 are enclosed. The December report lists him as missing in action and identifies his fellow crewmen. The report also discusses the December 27 mission at some length. We hope these materials are useful to Mr. Bachara.

We understand Mr. Bachara already has been referred by the Office of Air Force History to the United States Air Force Historical Research Center at Maxwell AFB, Alabama 36112, which is the repository for the Air Force's official historical document collection. If he wishes further information about the availability of the histories of the 93rd Troop Carrier Squadron, he should contact the Research Center. The repository's staff would be pleased to provide assistance.

Thank you for your personal interest in Mr. Bachara. We welcome this opportunity to be of assistance.

Sincerely,


ROBERT A. CASAGRANDE, Lt Col, USAF
Congressional Inquiry Division
Office of Legislative Liaison

Attachments

APR 16 1984

93rd TROOP CARRIER SQUADRON
439th TROOP CARRIER GROUP
APO 133, U S ARMY

5 January 1945

SUBJECT: Squadron History for December, 1944

TO : Commanding General, IX Troop Carrier Command
APO 133, U S ARMY

1. The following information is submitted in accordance with Memorandum No 200-4, Headquarters, IX Troop Carrier Command:

- 1) Negative
- 2) Strength as of 31 December, 1944; 91 Officers, 39 Flight Officers, 275 Enlisted Men.
- 3) The air echelon completed its return from AY-17 to A-39, Chateaudun on 2 December, 1944.
- 4) Missing in Action:

Edward A. Nachowitz, 0-737621 Captain
Edward L. Williams, 0-449289 1st Lt.
Robert W. Nelson, 0-698467 1st Lt.
Vernon J. Brasch, 39456150 T/Sgt.
John M. McCann, 31306542 Sgt.

The above officers and enlisted men comprised the crew of C-47 42-100840 which was hit and destroyed on 27 December 1944 while participating in a glider resupply mission to the forces pocketed around Bastogne. The plane crashed in the vicinity of Sibret, south-west of Bastogne.

Harold K. Russell,	T 121277	F/0
Paul O. Hower	T 60736	F/0
George W. Juneau	T 60743	F/0
Frank W. Hobart	T 60734	F/0
Richard W. Blake	T 128116	F/0

The above flight officers were piloting gliders in the Bastogne resupply mission on 27 December 1944. It is believed that they were cut prematurely, while over enemy territory, and may be prisoners of war.

Squadron History December 1944, Cont'd.

5) Per par 1, Section II, General Orders Number 123, Hqs. IX Troop Carrier Command, the following officers and men were awarded the Bronze Oak Leaf Cluster:

Edward A. Nachowitz 0-737621 Capt.

Note: This list included 21 Captains, 161 1st Lt's., 25 2nd Lt's., 30 Sgts., 1 Cpl.

The following is an excerpt of the December 1944 history in narrative form:

"By December 2 the entire air echelon had returned to A-39 from Istres(near Marseille, France), with the exception of two planes which were undergoing repairs. As was to be expected we experienced poorer flying weather during December, and relatively few missions were flown. In several instances large flights were weathered in both here and in England, which sharply reduced the number of missions which could be scheduled. In the last week of the month we were called upon to participate in our first tactical mission since the Holland Airborne invasion and therein suffered our heaviest casualties since D-Day.

On 19 December Captain Morris went on leave and his place as Operations Officer was taken by Captain Brauer. It was suddenly announced on 26 December that we were to participate in a glider resupply mission to the 101st Airborne Division, which had been isolated in the vicinity of Bastogne in the great German counter-offensive.

Squadron History December 1944, Cont'd.

For several days their only means of supply had been from the air, but this mission was to supply heavy ammunition to them, not by parapacks and bundles, but in gliders. The 155 mm shells were loaded in the gliders the evening of the 26th, and squadron briefings were held at 0700 the morning of the 27th. Fifty planes and gliders took off at about 1025 hours. We supplied twelve planes, led by Captain Brauer, and furnished thirteen glider pilots. Four pilots were towed by planes of the 94th Squadron, and one by a plane of the 440th group, which participated in the flight. The situation on the ground was fluid, and the original course, which had been flown by other Groups previously and ran directly from Montmedy to Bastogne, was changed and we were given a route which took us considerably to the north. The reason for the change was to avoid known flak positions encountered by those Groups. However, on the evening of the 26th, elements of the 4th Armored Division driving northwards had broken through the German ring and opened a corridor through to the 101st. Although, as appeared from information given to our glider pilots after they had made contact with the ground forces, a message had been sent through immediately giving this news our planes were not given this development before take off, and proceeded directly into a storm of flak and machine gun fire which most crew members considered stronger and more violent than the Normandy and Holland missions.

Squadron History December 1944, Cont'd.

Captain Nachowitz's plane was apparently hit while over enemy held territory and banked sharply to the right. He cut his glider, which was piloted by F/O Harold Russell, and shortly thereafter three parachutes were seen billowing out, followed by a fourth streamer. The plane seemed to be out of control and crashed and exploded in the vicinity of Sibret, several miles southwest of the landing zone. The three planes following Captain Nachowitz also cut when they saw his release, believing that he recognized the LZ, since there were no definite signs that his plane had been hit. A moment later several crew members in the following three ships saw smoke coming from the engines of the plane prior to the crash. Since Captain Nachowitz was carrying a navigator, it seems reasonable to assume that the first three men out of the plane were the crew chief, radio operator and navigator, since it was his practice to place them near the door in flak areas. The fourth may well have been 1st Lt. Williams, who was Captain Nachowitz's co-pilot. The loss of Captain Nachowitz, who had been a Flight Leader of the squadron since its activation, will be keenly felt. Under the circumstances, and having regard to his ever-dependable devotion to duty, it seems fairly certain that he remained with his airplane.

Squadron History December 1944, Cont'd.

No further information has been received with respect to the other members of his crew, who were, in addition to Lt. Williams, 1st Lt. Robert Nelson, navigator, T/Sgt Vernon Brasch, crew chief and Sgt. John McCann, radio operator. It is to be hoped that at worst they are prisoners of war. Nothing has been heard either of the four glider pilots in Captain Nachowitz's element, who were F/O Harold Russell, F/O Paul Hower, F/O George Juneau, and F/O Frank Hobart, and who joined the squadron back in the United States. Also unreported is F/O Richard Blake, who was towed by a plane of the 440th Group.

Several other planes received bullet holes and shrapnel, and Captain Ladd's plane was so badly damaged in the right wing and center section that there is doubt as to whether it can be made flyable. Fortunately, we sustained no casualties other than those herein mentioned. Returning combat crews were interrogated in Lt. Col. Barrere's office, and it was learned that the other gliders had been released successfully. It was readily apparent from the interrogation of Captain Brauer and the other pilots that the information which had been passed on relative to flak positions, and proper course to be flown was inaccurate. Whereas they had been told to bear left from the railroad running from Libramont to Bastogne, actually they found that anti-aircraft fire decreased the further to the right that they flew.

Squadron History December 1944, Cont'd.

Had the flight been directed to follow in the path of the 4th Armored Division, which had cleared a corridor through to the LZ, there is no reason to doubt that the flight would have been completely successful. This was made abundantly clear when later in the day 40 planes of the 435th Group which had been on a parapack resupply to Bastogne landed at our field to RON before returning to England. They had been briefed to fly the proper course, and returned without having seen an enemy gun closer than five miles from their route. As it was, this Group lost five planes, and probably more glider pilots, and the 440th Group, which flew 12 planes in our formation, lost even more.

On 29 December, 7 glider pilots, led by 2nd Lt. Brema, and 1st Lt. Clark returned from Bastogne. They buttressed the conviction that the resupply mission had been misdirected with with reports of conversations that they had on the ground with responsible officers of both the 101st Airborne Division and the 4th Armored Division. All expressed surprise at the route which was flown, and which took planes and gliders over flak ridden territory, when there was a safe corridor direct to the LZ. This information, they stated, had been sent in the night before and they were at a loss to understand why it had not been communicated before take off, the next morning.

Squadron History December 1944, Cont'd.

The glider pilots reported that within a few hours after landing and reporting to Divisional CP they had been evacuated by truck to Florenville, which was VIII Corps Hq; from there they had travelled by rail to Paris where they were flown to A-39 in one of our planes. Two days later Lt. Mack Striplin reported in. His story was amusing, and as a narrative of just what the glider pilot faces when he is on the ground, may be considered as more or less typical.

His landing was made on a field which appeared fairly good from the air, but which proved rough on landing and contained a ditch with a 15 foot embankment and a barbed wire fence supported by metal poles. His glider after bumping along on the ground came to the embankment and shot off into space again like a ski jumper. It came to earth again, plowed through the barbed wire fence and a few small trees, and the brakes not working, Lt. Striplin dug his left wing into the ground in order to stop. He finally came to a stop not 10 yards from an artillery battalion command post. Colored troops piled out immediately and without a word began unloading the glider. The glider itself was a wreck, since in addition to everything encountered on the ground, it had sustained so many hits from the AA on the ground that the tail section resembled a cobweb.

Squadron History December 1944, Cont'd.

The battalion had only a few rounds of ammunition for each gun and had been forced to ration its fire. When this additional supply came out of the clouds the commanding officer gave the signal to go ahead. One unit which Lt. Striplin was watching fired off half a dozen rounds of the heavy 155 mm shells in quick succession. One colored boy stepped back a few feet, and wiping the perspiration off his forehead came forth with the solemnly spoken chestnut, "Hitler, count yo' men."

Lt. Striplin was the first glider pilot in Divisional CP and was directed to drive around with an Artillery officer to pick up the boxes of primers which were placed in each glider, and without which the shells were useless. He and his companion were pinned down by German fire for almost two hours when they attempted to cross a bridge and get back to the CP, and by the time they finally arrived the balance of the glider pilots had been evacuated. He was forced to spend the night there, and reports that the Germans continually bombed and strafed the area, with no anti-aircraft on the ground or fighters in the sky to keep them off. The Germans set off flares which made accurate bombing possible, and seemed to be concentrating on a small bridge over the railway. Since the ground levelled off some few hundred yards above, it did not seem like a particularly important target.

Squadron History December 1944, Cont'd.

Lt. Striplin stated that after a series of air raid alarms and dashes to the nearest foxhole, one GI in the next foxhole was heard to mutter, "If the goddam fools will only let up a minute, I'll blow the blasted thing up for them myself."

As has been adequately related in the newspapers and over the radio, the 101st never considered itself as a trapped force. They felt capable of holding out and even continuing the offensive against the German forces which had swept by them. There is doubt, nevertheless, whether their will to resist could have kept them intact without the resupply afforded through the air. Of the various missions flown in their aid probably the most significant was this glider resupply mission, which demonstrated that heavy ammunition could be delivered, as well as the lighter materials which are suitable for parapacks and door bundles. It is unfortunate that the prompt dissemination of the news that a corridor existed was delayed, marring this otherwise successful attempt.

A number of new pilots were assigned to the squadron, and it was announced that many more would be assigned in the near future. The majority were fresh out of school with little or no time in C-47's.

Squadron History December 1944, Cont'd.

In the course of the month it became necessary for the squadrons to tighten up and make more effective the guard plans for the defense of each squadron's planes, equipment and personnel. A copy is attached herewith of the plan as promulgated and approved respecting this squadron.

A truck shuttle to Paris was instituted early in the month, scheduled to run every four days and to carry 14 enlisted men and 8 officers. It left early in the morning from our area, and departed Paris about 2200 hours. Other facilities which were available were shuttles to England for men on furlough or leave when operations permitted and the weather was favorable. The officers' mess commenced employing French K.P.s, a plan which, outside of a little difficulty over a burned up tent, seemed to work successfully. The month's as well as the year's activities were, of course, wound up in the Christmas and New Year's celebrations. They were quiet, and in retrospect about all which distinguished the two days was that only two meals were served, instead of the usual three."

For the Squadron Commander:

STEPHEN VAN RENSSELAER
Capt., AC
Squadron Historical Officer

Squadron History December 1944, Cont'd

SQUADRON DIARY

December 1944

The last week of December, 1944 is highlighted:

24 December---The guard is trebled owing to general alert caused by a German prisoner escape scare. And it was Christmas Eve! All new power pilots complete three hours of Security, Escape and Evasion, and Orientation.

25 December---Another Christmas away from home! Bright spots of the day were two good meals. Breakfast at nine consisted of the first fresh egg served to us in France. Dinner at three proved the cooks knew how to prepare turkey. A small Christmas tree decorated the mess hall, although there were hardly lights enough to see it. Alert is over and guard back to normal.

26 December---Squadron alerted in afternoon for re-supply glider mission to besieged 101st Airborne near Bastogne. Scheduled to TO at 1500 hours, but cargo of ammunition had not arrived, so mission held off.

27 December---Briefing held at 0700 hours for crews of 12 planes and 13 glider pilots. TO at 1025, and planes returned from mission at 1430 hours, with exception of ship no. 840, piloted by Captain Nachowitz.

28 December---No word received from our 13 glider pilots.

29 December---Seven glider pilots return to base, all unharmed. They have seen Lt. Striplin, and know he's all right. Other five still missing. Capt. Van Rensselaer delivered a security lecture to all EM's and glider pilots.

31 December---Lt. Striplin returns from Bastogne glider mission. New Year's Eve, and 1944 actually went out with a "bang." Many rounds of ammunition were expended welcoming the new year.

The war in Europe ended the following spring.

The cost to the 9th Air Force had been 1,529 men killed in action, 1,262 wounded in action and 1,910 missing in action. 2,944 planes, including 2,139 fighters, had been lost. With V-E Day, victory in Europe, many of the 9th Air Force's groups were soon to be on their way back home where they would be deactivated and their men returned to civilian life. Some would remain for up to a year in Europe assisting in the Occupation. Behind them all was a great victory which was so well recognized in the words of the Commanding General of the 9th Air Force to his men:

To All Personnel of the Ninth Air Force
Order of the Day

The unconditional surrender of all German forces marks the attainment of our objective in Europe. It follows the complete defeat of the enemy on land, sea, and in the air. From friends and enemies alike has come evidence of the tremendous role of air power in accomplishing this historic success. In our pride, may we give humble thanks to Almighty God for the faith and strength he gave us in our cause, and pray His grace for those we have lost in the battle. Each man who fought and died is inseparable with those who fought and lived. By the strength of our faith and in your determination you have come thousands of miles to drive a powerful enemy from the skies, then turn your weapons against the foe on the ground to destroy his ability to resist. To each one of you is due this credit. Our force could not have fought without the untiring effort of the individual. We must guard against the illusion of final success. We must not only defeat our remaining enemy, but we must also insure future vigilance against the cause of war. This so that the world may not again suffer under ruthless conquerors. It is in this ultimate success that we shall find the justification for those who have died as well as the work that has been accomplished by those who have survived.

(s) Lt. Gen. Hoyt S. Vandenberg
Commanding General
9th Air Force

Edward A. Nachowitz was my cousin whom I never had the honor of knowing.

This chronicle was written to ensure that his memory shall never be forgotten.

During World War II he had earned the following awards:

- 1) A Presidential Unit Citation for participating in the invasion of France, 6-7 June 1944
- 2) The French Croix de Guerre, with Palm for France 6-7 June 1944
- 3) The French Fourragere
- 4) The Air Medal with 2 Bronze Oak Leaf Clusters
- 5) The American Campaign Medal
- 6) The European-African-Middle Eastern Campaign Medal
- 7) The World War II Victory Medal

His brother Theophilus honored Edward with the following verse:

BROTHER ED

In '42 at twenty-two, he enlisted in the Air Corp.
A fine, bright, gentle chap.
Soon he was flying; my 6 foot "little eaglet" brother.
Overseas the Lieutenant went.
In a while, Captain Ed of his troop carrier squadron
Shuttling the commandos in his C-47
Mission after mission dodging flak.

THEN:

At high noon on December 27, 1944
"Bail out", to his crew he yelled, "we're hit"
Jump-they did-cut the glider, he did

BUT:

In flames he went down with his ship.
He's back at Arlington now.
The headstone reads:

EDWARD A. NACHOWITZ
ILLINOIS
CAPTAIN 93 AAF TRP CARR SQ
WORLD WAR II
September 13, 1920
December 27, 1944

He was 24.

My heart will always ache- I can never forget.
Must we kill off the bloom of our youth
So some men can be free?
When understanding and empathy,
Can make all men free!

And what has become of the English airfields from which Captain Nachowitz completed his missions for the invasion of France and Holland? Balderton, Ramsbury, Membury and Upottery? None of them is used today by the Royal Air Force. In common with many others, they had served their wartime needs and have been returned to the former owners of the land or sold. The concrete runways and aircraft hangars have been mostly broken up and the land returned to agricultural use. In some cases, some buildings remain and a few are used by the local people for a variety of uses...barns, stores, cowsheds, etc., or in a few cases, garages or small factories.

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	ORDINARY
DAY LETTER	URGENT RATE
SERIAL	DEFERRED
NIGHT LETTER	NIGHT LETTER

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPT

WESTERN UNION

JOSEPH L. EGAN
PRESIDENT

1967

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S	ACCOUNTING INFORMATION
F	TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to
(PLEASE PRINT NAME AND ADDRESS)

To **THEOPHILUS JACOB NACHOWITZ**

SH 17 COPT BLDG BROOKLYN NY 24 1029 AM

Care of or Apt. No. **1501 B COOPER**

Street and No.

Place

PLEASE BE ADVISED REMAINS OF THE LATE CAPT. EDWARD A. NACHOWITZ ARE ENROUTE TO THE UNITED STATES. OUR RECORDS INDICATE YOU WISH REMAINS BURIED IN ARLINGTON NATIONAL CEMETARY PT MEYER VA. WE CAN NOT GIVE A DEFINITE DELIVERY DATE BUT SUPERINTENDENT OF NATIONAL CEMETARY WILL NOTIFY YOU BY TELEGRAM GIVING DATE AND HOUR FUNERAL SERVICES WILL BE HELD AND SUFFICIENT TIME TO PERMIT YOUR ATTENDANCE AT YOUR OWN EXPENSE. IT IS EXPECTED THAT AN INTERVAL OF SEVERAL WEEKS WILL ELAPSE BEFORE FUNERAL CAN TAKE PLACE; MILITARY ESCORT WILL ACCOMPANY REMAINS TO NATIONAL CEMETARY. PAYMENT OF \$75.00 INTERMENT EXPENSE ALLOWANCE IS NOT REPEAT NOT AUTHORIZED IN CASES WHERE

Sender's name and address
(For reference only)

Sender's telephone
number

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	ORDINARY
DAY LETTER	URGENT RATE
SERIAL	DEFERRED
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Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

JOSEPH L. EGAN
PRESIDENT

1207

CHECK
\$
ACCOUNTING INFORMATION
S
TIME FILED
F

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to
(PLEASE PRINT NAME AND ADDRESS)

Sheet #2 COPT

19

To _____

Care of or Apt. No. _____

Street and No. _____

Place _____

BURIAL IS IN A NATIONAL CEMETARY. APPROPRIATE JOINT MILITARY HONORS AND RELIGIOUS SERVICES WILL BE PROVIDED AT GRAVE SITE BY VETERAN ORGANIZATION OR BY MILITARY OR NAVAL PERSONNEL. PLEASE CONFIRM ABOVE DELIVERY INSTRUCTIONS WITHIN 48 HOURS OF RECEIPT OF THIS MESSAGE OR SUBMIT NEW DELIVERY INSTRUCTIONS BY TELEGRAM COLLECT TO DISTRIBUTION CENTER 1 NEW YORK PORT OF EMBARKATION, WE REGRET IT WILL BE IMPOSSIBLE TO COMPLY AT GOVERNMENT EXPENSE WITH CHANGES IN DELIVERY INSTRUCTIONS RECEIVED AFTER EXPIRATION OF THE 48 HOURS. PLEASE INCLUDE FULL NAME OF DECEASED IN REPLY TELEGRAM.

O H BANE, COL. QMC

Sender's name and address
(For reference only)

Sender's telephone
number

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	ORDINARY
DAY LETTER	URGENT RATE
SERIAL	DEFERRED
NIGHT LETTER	NIGHT LETTER

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

A. N. WILLIAMS
PRESIDENT

1207

CHECK	
\$	
ACCOUNTING INFORMATION	
S	
F	
TIME FILED	

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

(COPY OF REPLY)

June 25, 1949 19

To C. H. BARE, COL. QMC

Care of or Apt. No. DISTRIBUTION CENTER 1

Street and No. NEW YORK PORT OF EMBARKATION

Place NEW YORK, NY

RE REMAINS OF THE LATE CAPT. EDWARD A. NACHOWITZ. DELIVERY INSTRUCTIONS

REMAIN THE SAME AS THE ORIGINAL RECORDS INDICATE.

THEOPHILUS JACOB NACHOWITZ

1351 S. COOPER STREET

OFFICIAL GOVERNMENT BUSINESS - COLLECT

Sender's name and address
(For reference only)

Sender's telephone
number

INSPECTOR'S CORRESPONDENCE
QMC INSPECTION SERVICE

1. CONTRACT, P. O., OR O. I. NUMBER

2. COMMODITY SECTION

3. DATE

4. PRIME CONTRACTOR AND LOCATION

5. PLANT NAME AND ADDRESS

6. ITEM

SUBJECT:

Govt Ft. Meyer, Va.

14 July 1949

1:31 Pm

TO: Theophilus Jacob Nachowitz
1351 So. Cooper St.

Funeral date Capt. Edward A. Nachowitz scheduled
2 PM EDT 29 July Arlington Cemetery -
Imperative you advise the Govt by collect
telegram within 48 hours the following information:
Whether or not you will attend, if unable to
attend do you wish funeral to be postponed,
religion of deceased, company and regiment
desired on headstone. If previous grave
reservation has been made for deceased give
number of grave and section. Govt cannot
pay hotel living expenses or transportation to
Washington or Cemetery. Upon arrival in Washington
information & assistance may be obtained at Military
Police Booth Union Station or telephone Chestnut 3-30. Ext
2138. Report at Administration Bldg. at cemetery not later
than 1:30 PM EDT date of funeral. Flowers may be sent in
the deceased's name to Arlington Cemetery. All answers to
telegrams must be signed by next of kin.

Col. Williamson -

Inspector, QMC

Officer-in-Charge.



CITY OF NEW YORK
OFFICE OF THE MAYOR
NEW YORK 7, N.Y.

July 18, 1949

Dear Mr. Nachowitz:

As Mayor of the City of New York,
and on behalf of the citizens of this city,
I extend my heartfelt sympathy to the family
of Capt. Edward A. Nachowitz, who so honorably
gave his life that others might enjoy peace
and freedom. I trust and pray his sacrifice
will not have been in vain.

Sincerely yours,

William O'Dwyer
Mayor

Mr. Theophilus Jacob Nachowitz
1351 South Cooper St.
Memphis, Tenn.

THE AMERICAN BATTLE MONUMENTS COMMISSION

WASHINGTON, D.C. 20314

June 19, 1986

CAPT Edward A Nachowitz
737621
Section 34, Grave 3157
Arlington National Cemetery
Fort Meyer, Virginia

Mr. Eugene L. Bachara
Room 950
80 E. Jackson Blvd.
Chicago, IL 60604

Dear Mr. Bachara:

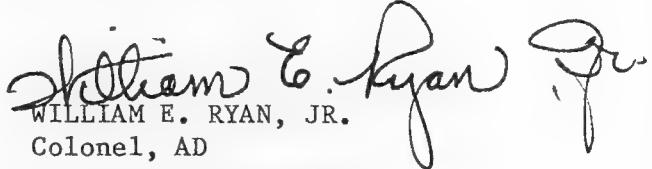
Thank you for your letter of June 2, 1986.

Information about this Commission, the services it provides and the military shrines it administers may be found in the enclosed pamphlet.

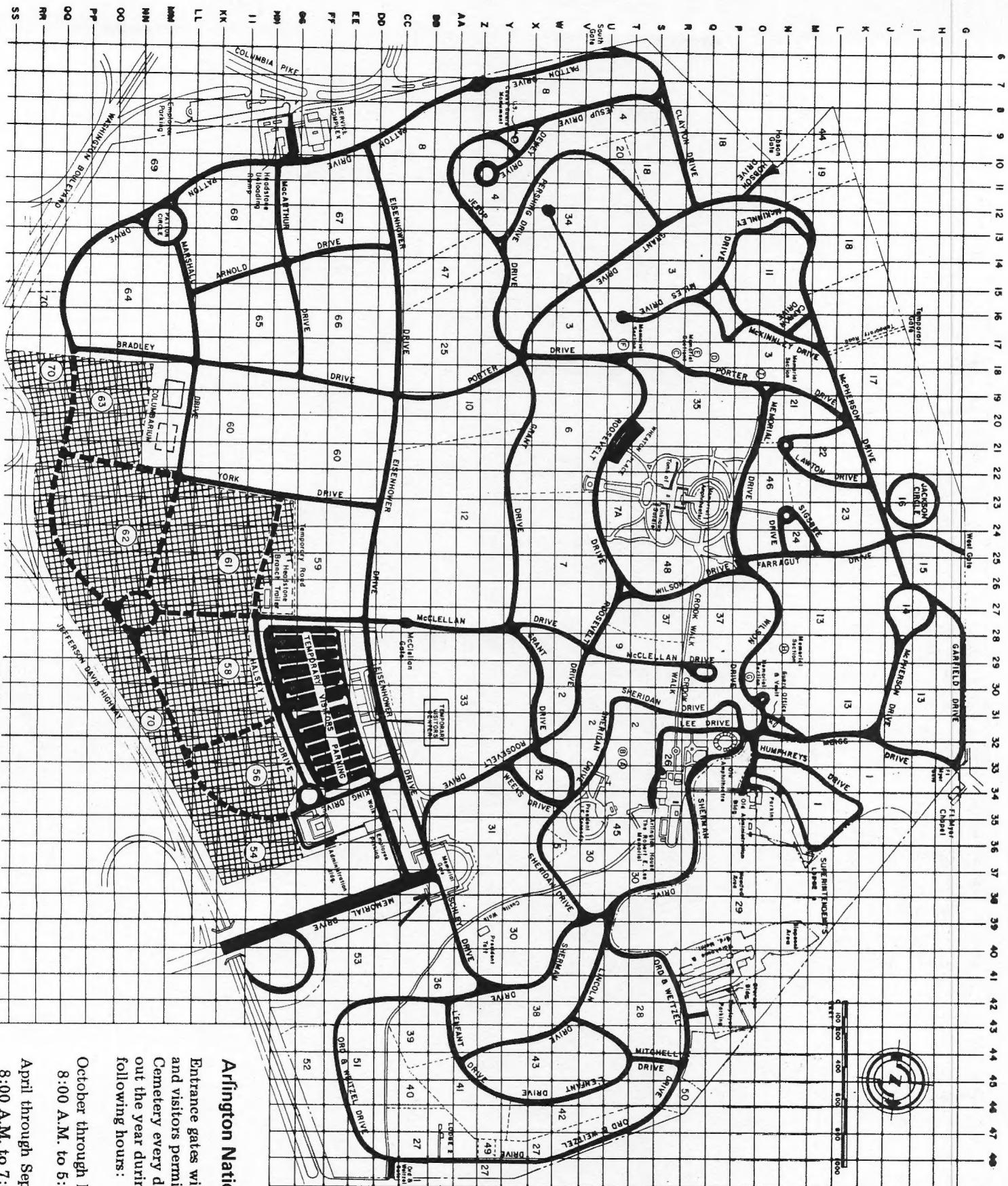
CAPT Nachowitz is interred in the Arlington National Cemetery as indicated in the above caption. Unlike our military cemeteries on foreign soil, it is administered by the department of the Army rather than this Commission. Therefore, your letter has been sent to the Superintendent of the Cemetery for reply.

If we may be of any other service, please let us know.

Sincerely,


WILLIAM E. RYAN, JR.
Colonel, AD
Director of Operations
and Finance

Encls



Arlington National Cemetery

Entrance gates will be open and visitors permitted in the Cemetery every day throughout the year during the following hours:

October through March
8:00 A.M. to 5:00 P.M.

April through September
8:00 A.M. to 7:00 P.M.

Name EDWARD A. NACHOWITZ
Grave 3057 Section 34

Approximate location of grave is indicated in red.

NACHOWITZ, EDWARD INTERMENT IN THE ARLINGTON NATIONAL

CEMETERY 437

TO: A.
THE QUARTERMASTER GENERAL, WASHINGTON 25, D. C. GR: 3057 Sec. 34

NAME (Last, first, middle initial)

NACHOWITZ, Edward A. (white)

STATE

ILLINOIS

RANK

Cpt.

SERIAL NO.

0-737621

RELIGIOUS EMBLEM (Check One)

 LATIN CROSS STAR OF DAVID

SERVICE DATA (Company, regiment, or other organization or branch of service and division, if any.)

T.C.
AAF 93rd. Sq. 439 T.C. Gp.
U. S. A.

DATE OF BIRTH			DATE OF DEATH			DATE OF INTERMENT			GRAVE LOCATION		DATES OF SERVICE			
MONTH	DAY	YEAR	MONTH	DAY	YEAR	MONTH	DAY	YEAR	SEC. OR PLOT	GRAVE OR LOT NO.	ENLISTMENT	DIED ON A. D.	DISCHARGE	RETIREMENT
Sept	13	1920	Dec	27	1944	July	29	1949	34	3057				

REMARKS (Authority for interment, pension or claim number, disinterment, etc.)
Returned with WWII Dead Program from Foy- Bastogne- Belgium

315 PENDING

DATE HEADSTONE ORDERED AND B/L NUMBER

11-348667

Headstone Erected 11 FEB 74

4-18-50

SHIPPING POINT FOR HEADSTONES			SIGNATURE OF SUPERINTENDENT OF NATIONAL CEMETERY OR QM OF POST OR POW CEMETERY		
RAILROAD STATION FOR FREIGHT			JOSEPH J. WALSH, SR.		
ROSSLYN, VA.			(Signature) JOSEPH J. WALSH, SR.		
POST OFFICE ADDRESS			Superintendent		

QMC FORM 14 Previous editions may be used
REV 19 NOV 48

(See instructions on reverse side)

16-46609-2



Captain Edward A. Nachowitz was among 3,333 Americans whose bodies were being returned from temporary military cemeteries in France, Holland and Belgium aboard the Army transport "Carroll Victory". He was interred at Arlington on 29 July 1949.

No one in our family seems to know whatever happened to "Penny" Pender Nachowitz after she returned to Michigan following her brief marriage to Edward. It is quite probable that she remarried after the war.

In 1948 she was living with her parents at 14355 Sussex Street, Detroit, Michigan.

